Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

1-10. (Canceled)

11. (Currently Amended) A mat for reducing the disturbance of particulate matter by wind created during the landing of a helicopter on the mat when the mat is placed on the particulate matter, the mat ~~including~~ comprising:

(a) a first wind permeable layer of mesh material; and

(b) a second wind permeable layer of mesh material, wherein:

the first layer is held in a substantially fixed position on top of the second layer without an intervening layer between the first and second layers, and the first layer is attached to the second layer in a peripheral region;

the first and second ~~layer~~ layers of mesh material ~~is~~ each are a knitted material with an average stitch length of between 2 mm and 6 mm;

the average separation between the first layer and the second layer is between 2 mm and 10 mm;

each layer of the mesh material has a porosity of between 10% and 50%, the porosity being the proportion of surface area of the mesh material which consists of holes rather than fibers; and

each layer of the mesh material has a wind attenuation factor of between 40% and 80% for wind directed at right angles onto the mesh material at 50 km/h based on the average stitch length, the average separation, and the porosity of the first and second mesh layers.

12. (Canceled)

13. (Previously Presented) The mat according to claim 11 wherein each layer of mesh material is formed from plastics fibers.

14-15. (Canceled)

16. (Previously Presented) A helicopter landing mat, including one or more mats according to claim 11, further comprising a peripheral region which has a greater mass per unit area than the combined mass per unit area of each layer of the mesh material.

17. (Previously Presented) The helicopter landing mat according to claim 16, wherein the mat has a length and a width which exceed the rotor span of a helicopter.

18. (Withdrawn) A method of reducing the disturbance of particulate matter on a surface by wind, including the steps of:

(a) covering the surface with the mat of claim 11; and

(b) fixing the mat to the surface at a plurality of points around the periphery of the mat.

19. (Withdrawn-Currently Amended) The method according to claim 18, wherein each layer of the mesh material is a knitted material made from plastics ~~fibres~~ fibres. ~~with average stitch length of between 2 mm and 6 mm, and the average separation between the first and second layer is between 2 mm and 10 mm, and each layer of the mesh material has a porosity of between 10% and 50% and a wind attenuation factor of between 40% and 80% for wind directed at right angles onto the mesh material at 50km/h.~~

20. (New) A helicopter landing mat for reducing the disturbance of particulate matter by wind created during the landing of a helicopter on the helicopter landing mat when the helicopter landing mat is placed on the particulate matter,

wherein the helicopter landing mat has a size of at least 49 square meters;

the helicopter landing mat comprising:

at least one mat, the at least one mat comprising:

(a) a first wind permeable layer of mesh material; and

(b) a second wind permeable layer of mesh material, wherein:

the first layer is held in a substantially fixed position on top of the second layer without an intervening layer between the first and second layers, and the first layer is attached to the second layer in a peripheral region;

the first and second layers of mesh material each are a knitted material with an average stitch length of between 2 mm and 6 mm;

the average separation between the first layer and the second layer is between 2 mm and 10 mm;

each layer of the mesh material has a porosity of between 10% and 50%, the porosity being the proportion of surface area of the mesh material which consists of holes rather than fibers; and

each layer of the mesh material has a wind attenuation factor of between 40% and 80% for wind directed at right angles onto the mesh material at 50 km/h based on the average stitch length, the average separation, and the porosity of the first and second mesh layers.

21. (New) The helicopter landing mat of claim 20, wherein the helicopter landing mat is comprised of a single mat.

22. (New) The helicopter landing mat of claim 20, wherein the helicopter landing mat is comprised of a plurality of said mats.

23. (New) The helicopter landing mat of claim 22, wherein the plurality of mats comprises at least 9 of said mats.